held on long louses, and those where chances for fishing may yet be had. The map showing the Northeastern salmon rivers is much more satisfac-

tory than the map accompanying Mr. Wilkinson's article in The Century "Book of Sport with Gun

and Rod."

Mr. Wells's advice as to the ways and means of obtaining salmon fishing is good, although he might have added that the aspiring angler has a chance every winter or spring to secure fishing privileges at auctions held in the Crown land flices. There are also a few opportunities to secure fishing by the day on many salmon rivers which will be preferred by those whose time or money is limited. These points as well as the advantages of advertising were fully set forth in a letter to Tile TRIBUNE several weeks since. Regarding the important question of expenses Mr. Wells speaks frankly and wisely. Some writers have sought to ociate salmon fishing with an army of cooks and who can easily afford to spend \$100 for every salmon—the average at the Restigouche Salmon Club
- but there are more who are compelled to pay some heed to ways and means, and we are glad to find Mr. Wells writing for true lovers of the gentle craft rather than for millionaires. When we come to a soussion of rods we find that Mr. Wells's love for the drawing of diagrams and for decidedly dogmatic deductions from his expositions has increased to an extent oftentimes amusing. A diagram and six pages of text are devoted to proving that a rod should not be over sixteen feet in length. The majority of rods are not over this length, and as regards anglers who find it more satisfactory to use onger rods, it would have been sufficient for the writer simply to state his preference. The spliced rods of the Provinces have excited Mr. Wells's wrath and called forth another diagram and more heorizing. But the case is not fairly put, as Mr. Wells will acknowledge when he has enlarged his experience in Canadian salmon fishing. Granting heir inconveniences, it is too much to say that the thin ends of the splices are almost invariably broken after two or more seasons' use, and that these rods always show a droop at the splices after neavy strain which would not be seen in a feruled wooden rod. We do not say that these rods are the best, but the proof of the pudding is in the eating and spliced rods have been used and liked for years by Canadians who do ten times the or less hasty visits. The greater number of breaks in feruled rods are at the ferules, when the hard unyielding metal overlaps softer, elastic wood or bamboo. The spliced rod very rarely breaks at a splice. Simply as a means of holding joints together the splice seems safer than the ferule. A feruled split-bamboo rod is undoubtedly the best, providing that an extra rod can be carried. If not, and if economy must be considered, it becomes a serious question whether the spliced green-heart of the Provinces will not prove most durable, alshough equally cheap wooden rods, which we have never tested, have been put on the market in New-York. At least Mr. Wells should have given both sides fairly and completely, instead of aiming to demolish spliced rods with a diagram and a few

The reet recommended is one which will hold 120 yards of B line. This is all very well for fishing in the noble Cascapedia, a river where the water is strong and the salmon large, but for most rivers 100 yards of C line are recommended by authorities whose advice comes from a practical experience which it will require several years for Mr. Wells to gain. Much good advice is given concerning leaders, flies, and hooks, but the positiveness with which Mr. Wells insists upon his " veteran gaft" will appeal to an old fisherman's sense of humor. On his very first salmon fishing expedition the author, disappointed in his own gaff, was compelled to borrow an ancient implement highly praised by the owner and by "Tom," the Indian canoeman. This gaff was used successfully for a fow weeks and as the result, Mr. Wells holds it up as the model, the only gaft, and practically decries all others. Had the writer cast his first fly for sal-mon upon another river, with another canoeman, we might have found him maintaining with equal dogmatism [that another " veteran gaff " was the only genuine article and all others were worthless. Considering the extended experience of certain Provincial tackle dealers, it is too much to complain of the impossibility of finding a " really good " gaff in the shops. The much vexed question "why does the salmon take the fly?" has led Mr. Wells to fresh experiments with flice in the water tank which played an important part in his first book. In this instance these experiments do not seem to us valuable. He believes that salmon take the fly as food, although he holds that they eat but sparingly in fresh water. We do not pretend to decide the question, but a decision is much more likely to come from a systematic examination of the stomsche of salmon killed well up in fresh water than from Mr. Welle's back-yard experiments. Everyone knows that salmon feed upon small fish and crustaceous when in salt and brackish water, for the remeants of such food have been found in their the A similar discovery of winged meets ande in many instances would go far toward settling a curious question. Another conclusion frawn from the tank and announced with some rinmph after much explanation is that when a fish erinmph after much explanation is that when a near rises short" and refuses to come again, he should be tempted with a smaller fly, and perhaps finally with one darker. The first cancervan or gafter whom any novice employed would have given practically the same advice in half a desen words, aithough Mr. Wells uses as many pages. The detailed explanations of casting with a twe-banded detailed explanations of carring with a two-mandous red hardly seen necessary, but shey will do no harm, and there are several suggestions concerning actual fishing which have stood the test of experience. Mr. Wells follows the best writers in waruing the novice against striking when a salme first rises. After the fly is taken and a little line drawn from the real it is well to raise the red, imbedding the book more firmly, according to the advice of Mr. Wilkinson and others as well as of Mr. Wells. The suggestion in this volume that the red tip hould not be lowered when the salmon breaks water will most with story acceptance. Of the pictureque, the fairly poetic phases of this

magnificant sport, Mr. Wells gives little idea, for his volume is intended to be practical. That it may help these who are desirons of winning the highest piscatorial honors in the author's wish and he is to be thanked for his manly, sportamanlike efforts to popularies the are of fly-fishing. Mr. Wells gained an andience by his first book, but it is hardly fair to have rushed to prematurely into print as a final authority upon aslmon fishing or to have expanded an appendix into a volume. The ground is not thoroughly covered; for example, some salmon are taken with rod and line in the Willamette and other Northwestern rivers, but Mr. Wells makes no reference whetever to the asimon of the Pacific Coast. Questions as to the best hours for fishing, as to whether it is better to keep a cance above or below the fish after hosking is, as to the amount of strain which can be brought to cance above or below the han after needing it, as to the amount of strain which can be brought to bear, and many other practical points, receive either inadequate consideration or none at all, omissions as well as some commissions suggesting the author's comparatively slight experience in the particular sport of which he writes. Some of the cuta are taken from his "Fly-rods and Fly-tackle," which is made necessary for the reader by his frequent references, and the frontispiece is a convenopent references, and the frontispiece is a conventional guide-book illustration whose freshness may well be doubted. We regret that Mr. Wells has done injustice to bimself by the hasty publication of an incomplete work which leaves "The Ameri-

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TEACHERS WANTED.—Many vacancies;
no fee for registration; form for stamp. R. E. AVERY,
American School Bureau, 2 West 14th-st., New York. WANTED immediately at Hess's Agency, 12 East 17th st., lady teacher for vocal music, calls. thenics and elecution.

WANTED.—An instructor in elecution in The Cornell University. Services to begin on September 17. Testimonials as to qualifications and moral character required. Address Professor HIRAM CORSON, Dean of the Department of Rhetoric and English Literature. WOMAN'S EXCHANGE TEACHERS' BU-

REAU (for both sexes), supplies Professors, Teachers, nesses, Musicians, Houseksepers, Companions, etc., to a schools and families; also Bookkeepers, Stenogra-and copylets to business firms. Mrs. A. D. CULIVER, 329 5th ave., New-York City.

Protessional.

A GENTLEMAN about forty years of age, a graduate of the University of the City of New York, and a full course of medical studies in the College of Physicians and surgeons, desires an engagement with a first-class newspaper or magazine to take charge of the outdoor collecting or silvertising department. Has had some business experience. Address SURGEON, Box 26 Tribune Office.

Droposals.

AGENT AND WARLEN'S OFFICE, AUBURN PRISON,
AUBURN, N. Y., July 14, 1886.}

NOTICE is hereby given that proposals for
the employment, within the prison enclosure, of five
hundred convicts until March 1, 1887, upon the piece price
system, will be received at this office until 12 o'clock, noon,
August 3, 1888. The number to be so employed upon any one
industry will be restricted to two hundred, and the right reserved to reject such proposals as are not deemed to be in the
interest of the State.

J. S. LANEHART,
Agent and Warden,

Alusical Instruments. A NUMBER of very slightly used Upright and square PIANOS of our make which were especially selected and only used by the ARTISTS of the METROPOLITAN OPERA HOUSE CO during the past Opera Season will be sold at a liberal reduction for a par regular prist.

PIANOS FOR RENT—Specially alapted the Country 411

Dusiness Chances.

A GOOD BUSINESS OPPORTUNITY.

FOR SALE OR TO LEASE.

A complete plant with a capacity of 5,000 pounds per week, consisting of all the machinery necessary for ininishing Specifotion, Shoe Threads, Whip Threads and Cords, Lisic Thread and fine Glazed Yarns. A well-squipped dye and bleach house attached. Trade already established. Address BURLINGTON THREAD CO., Burlington, N. J.

Lost and found.

OST.—Bank Book No. 158,899 on Dry Dock Savings Bank. Any person having claims upon said book are called upon to present the same to the bank within thirty days, or the said book will be declared cancelled and extinguished and a new one issued in lieu thereof.

Migrellancons.

ONE antique table of rich carved oak and one corner chair for sale. Ask for Mr. HOORT, 222

Steamboats and Mailroads. UDSON RIVER BY DAYLIGHT.

DAY LINE STEAMERS ALBANY of C. VIBBASD.

Hetering leave Albany at 8:30 a. m.

WEST POINT and NEWBURG with down day book.
BHINSEOU (by ferry) with apsends train on Unstered Bed. R. R. for the reserts of the Cafaithis.
CATOSILL with section at allowy R. R. for Chatham, Pittedied, Lebenson Heritage, Sentingers, Southerness Heritage, Sentingers, Southerness, Sentingers, Southerness, Sentingers, S

NEW-HAVEN STEAMBOAT CO. S STEAM-Peck Sip. Pier No. 25 E. 8. 8. 5 B. m. and il p. m. (righdays il p. m.); connecting at New-Haven with special trains for MERIDEM, HARPORD, SPRINGFIELD, HOLVOKE, 64. Tickets soid and bargage checked at 844 Broadway, N. Y., and 4 Court-sh., Brookiya. Excursion to New-Haven and return, 81 50.

CATSKILL MOUNTAINS.

Special trains connect with the Afteny Day Boats at
Rhundreck and Catazill for the mountain records. Tickets
sold and baggings checked through.

FOR HUDSON.—Steamers Redfield and Manus, making close connection with Boston and Albany R. R. for Chatham, Pitteneld, North Adams and Intermediate stations. Also with New York, Rotiand and Montreal R. R. (formerly Lebanon Springs) for Lebanon Springs, Bennington, Rutland, etc. Also for GOXBACETE, Albany and Intermediate places, connecting at Consackte with stage for Greeneville, Oak Hill and Modens. Daily at 6 p. m. (6) they exceptedly from pier foot Franklin-st., M. R., New-York City. Boats leave Hudson for N. Y. at 7 p. m. daily (except Saturday).

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—Commencing June 21, 1836 through trains will leave Grand Central Depok. Pla. m., Rochester Express. through drawing-room cars to Albany. 17:3, Syraome and Rochester. 9:00 a. m. Baratoes. Lake George and Montreal Special with through dining-room cars to Troy. Saratoga. Caldwell and Montreal. Huffet Cer N. T. to Saratoga. Caldwell and Montreal. Huffet Cer N. T. to Saratoga. Caldwell Chica. Syracusa, Rochester. Buffalo, Niagara Falla. Eric. Cieveland and Toledo, arriving at Chicagos:50 a. m. and though the Certain Commence of Commence of Chicagos:50 a. m. and Chicagos. Capteras, drawing-room cars to Richeld Springs. Canandalgua. Rochester. Niagara Falls and Chicago.

Dollos, m., Chicago Express, drawins-room care in the field springs. Canandaigus, Rochester, Niagara Pails and Hillion, m., Western New-York and Northern Express, with drawing-room care, with drawing-room care, with drawing-room and Haffet care to Troy and Sarntoga with drawing-room and Haffet care to Troy and Sarntoga with downless room and Haffet care to Troy and Sarntoga with discrete care on Saturdays only.

Ref. m., Accommodation to Albany and Troy, app. m., Accommodation to Albany and Troy, etc. m., Chicago and St. Louis Express with sleeping-care for Niegara Falls. Buffaio, Cincinnati, Toledo, Detroit, Chicago and St. Louis. Dining Car New York to Albany.

6:30 p. m., Montrosi Express with sleeping-care to Syracuse and to Auburn road, and to Sarators also to Montreal. 19:15 p. m., Pacific Express, with sleeping-care for Rochester, Buffaio, Niegara Falls. Cieveland, Toledo, Detroit and Chicago. Sleeping cars to Ogdensburg daily, except Saturday, and troy. Connects with the morning trains for the West and for the North iexcept Saturday night).

Tickets on sale at Grand Central Depot, No. 7 Battery Place, 413 Broadway. Hartern Depot, 125th.st. and 4th.ave, and at Westcott's Express Offices, 3 Park-place (near Broadway, 785, and 442 Broadway, and 62 West 125th.st., New-York, 233 Washington st., Brooklyn.

Baxcaxe called for and checked from residence. These trains ron fally. All tothers daily except Sanday, 4These trains ron fally. All tothers daily except Sanday.

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A -TROY BOATS-CITIZENS LINE.—For A. Troy Baratora Lake George and the North \$4.50 to Saratora and return: \$7.80 to Lake George and return. Tickets conducting season, Steamers CITY OF TROY and SARATOGA Addiv except Saurday, foot of Christopher-st, 6p.m. Sunday steamers touch at Albany.

HARLEM RIVER BRANCH.

INEW YORK, NEW HAVEN AND HARTFORD R. R.
Trains leave Harlem River Station, corner 132d-st, and
Lincoln.ave, near third Avenue Bridge across Harlem River
(reached by Third Avenue Elevated Ballroad) daily except
Sundays at 6:45, 7:50, 9-10, 10, 11:65 a. m., 2:10, 3:55, 4:40,
5:40, 6:40, 8:10:30 p. m. for Fort Morris, Casanova (Jak Point,
Hunt's Point, West Farms, Van Nest, West Chester,
Timpson'a, Bay Chester, Petham Bayi, Bartow (City
Island), Pelma Manor and New-Rochelle, connecting at
New-Rochelle with trains for all voints on the main line of
tho New-York, New-Haven and Bartford Raifrond, Shore
Line and Air Line Divisions. New-Canaan, Middletown,
New-Brittain and builded Branches, and Boaton and all points
East.

DENNSYLVANIA RAILROAD.

On and after JUNE 28, 1886, GREAT TRUNK LINE

On and after JUNE 24, 1836,
GREAT TRUNK LINE
AND UNITED STATES MAIL ROUTE.
Trains leave New York, via Desbrosses and Cortlandt Streets
Ferrica, as follows:
Harrisours, Pittsburg, and the West, with Pallman Palace
Carsattached, J. a. m., 6, 7, and 3 p. m., daily. New York
and Chicago Limited of Facior. Duning, Smoking and Sleeping Cars at Ja. m. every day.
Williamsport, Lock Haren, 9a. m., 8 p. m., Corry and Eric
at S. p. m., connecting at Corry for Pittsville, Petroleum
Centre, and the Dit Rochosa.
For Lebanon, 9acting ton, and 12 night.
For Lebanon, 9acting ton, and 12 night.
For Lebanon, 9acting ton, and 12 night.
Saltumpress of Pallman Palace Cars lathy, extept Sunlay.
Washedton 4550, m., resultants \$20, 8, 9. and \$40 and 12.
Washedton 4550, m., resultants \$20, 8, 9. and \$40 and 12.
Washedton 4550, m., and 12 night.
For Atlantic City, except Sunlay 11:10 a. m., 1 (through
Carl, and 2 p. m., and 12 night.
For Cape May, except Sunlay 11:10 a. m., 1 (through
Carl, and 2 p. m. and 12 night.
Long Branch, Ray Head Junction, and intermediate stations,
via Rahway and Amboy, 7:10 and 9a. m., 12 noon, 2:30,
2:10, 34:1 (Limits), 4:10, 5:1) and 19a. m., 12 noon, 2:30,
3:10, 34:1 (Limits), 4:10, 5:1) and 63.0, m. or Sunday,
7:10, 9a. m. and 5 p. m. overy day via Haltimore and
Bay Lina, 4:30 p. m. week-day.
Boats of Brooklyn Annez' connect with all through traits
at fersor City, affording a specif and direct traiter for
Brooklyn (tavel.)
From Pittsburg, 7:10, 7:30, 11:31 a. m., 6:35
Freingeries Frank Schole, 6:50, 6:50, 7:40, 9:30, 9:33, 10:40,
Pittsburgh, 200, 200, 3:20, 3:30, 5:40, 9:50, and 10:35 p. m.
FOR PHILADELPHIA.
Express Trains leave New-York, via Desbrosses and Conti-

FOR PHILADELPHIA.

Express Trains leave New York, via Desbrosses and Court-landt Street Fortes, as follows:

(200, 7:20, 3, 9:90-9 Chicago Limited and 10 Washington Limited), and 11 a.m., 1, 3:20, 4, 4:30, 5, 6, 7, 8 and 9 p. m., and 12 mirch. Accommodation, 8:30, 11:10 a. m., and 4:40 p. m. Sundays, Express, 9:15, 9:00 (9 immted), and 10 a.m., 4, 4:30, 5, 4, 7, 3, and 9 p. m., and 12 sight.

Trains leaving New-York daily, except Sunday, at 3, 3, and 11:10 a. m., 4, 2, 4, 5, 8 p. m., and 10 a.m., and 7 p. m. od., Sundays connect at Transon for Camben. Returning trains leave Broad Street station, Philadelphia, 12:01, 3,20, 4:03, 4:40, 5:10, 6:50, 7:30, 8:20, 8:33, 11 and 11;15 a. m. (Limited Express 1:14 and 4:50 p. m., 12:49, 3, 4, 5, 6, 6:35, 7:12, 8:12 and 19:50 p. m. On Sunday, 12:01, 3:20, 4:05, 4:40, 5:10, 8:30 a. m., 12:49, 4 (4:50 Lamich), 6:33, 7:12 and 8:12 p. m.

Leave Philadelphia, via Cambon, 9:00 a. m. daily, except Sunday, 10 and 10 Leave Philidelphia, via Camion, 3:00 a. m. dairy, except smuday. Ticket Offices, via 49, 435, and 34t Broadway, I Astor House, and foot of Despresses and Courtlands sea, No. 4 Court-st. and Brooklyn Aunex Station, foot of Fuiton-at. Brooklyn Busch's Hots!, Hoboken Station, Jersey City, Emigrans Ticket Office, No. 8 Batters Place and tastle Garlen. The New-York Transfer Company will call for and check to the New York Transfer Company will call for and check to the CHAS. E. PUGH.

CHAS. E. PUGH.

General Manager.

General Pass's Agont.

NORTHERN RAILROAD OF NEW-JERSEY.
Trains leave from Chambers 4t. Station for Engigwood,
Tenaffy, Clostor, Sparkill and Nyack 5.30, 7.30, 8.30, 9.30 and
11:30 a. m., 11, 5.32, 4.00, 4.50, 5.20, 5.40, 0.30, 8.00, 10.30
p. m., 12:00 midnight. Sundays 7.30, 9.30 a. m., 4:00 and 8:00

P. M.

RIE RAILWAY, now known as the NEW-YORK LAKE MRIE AND V. ESTERN RAILROAD. Through trains leave 23d-st. and Chambers at Stations at same hour, local trains leave 23d-st. Station fifteen minutes earlier than from Chambers at. Stations fifteen minutes earlier than from Chambers at. Station fifteen minutes earlier than from Chambers at. Station fifteen minutes earlier than from Chambers at. Station fifteen minutes of m. Daily except Sundays. Day Express, Suffet Drawing room Coaches to Blughamton, Elmira, Mornelsville, Buttalo. Stooping Cesches Hornelsville to Cincinnat.

5 p. m.—Daily "Chicago and St. Louis Limited Kapress," a solid Pulman train of Day and Buffet Steeping Coaches. No extra charge for fast time. Arrives Meadville, 7:15 a. m.; Cievciand, 10:50 a. m.; Cievciand, 10:50 a. m.; Cievciand, 10:50 a. m.; Cievciand, 10:50 a. m.; Bungara Falla Limited," arriving Hochester, 6:20 s. m.; Bungalo, 7:00 a. m.; Suspension Bridge, 7:55 a. m. The mest popular night train between New York and Buffalo. and Buffalo.

9 m.—Daily. Chicago Express. Pullman and Day Slosping Coaches to Ethighauton, Eduira, Buffalo, Niagara Falia, Ciacinnati and Chicago.

Rutherford and Fassaic. 4:45, 5:45, 7:20, 7:50, 9:30, 10:30 a.m., 12:00 neou, 1:45, 2:00, 3:50, 4:40, 5:10, 6:30, 5:50, 9:10, 6:50, 7:15, 7:45, 8:30, 10:30 a.m., 12:00 mininght. Sundaya. 5:45, 8:30, 10:30 a.m., 1:45, 8:30, 7:45, 9:00, 10:30 p. m., 12:00

midnight sterne, 4:45, 7:20, 7:50, 9:50, 10:20 a.m., 12:00 noon, 14:55 2:00, 3:50, 4:40, 5:00, 5:10, 5:30, 5:50, 6:10, 6:20, 7:15, 7:45, 8:30, 10:30 p.m., 12:00 midnight Supataya, 5:45, 7:45, 10:30 a.m., 12:00 midnight Supataya, 5:45, 7:45, 8:50, 10:30 a.m., 12:00 8:30, 10:30 a.m., 1445. 6:30, 7445. 6:00, 10:50 p.m., 12:00 midzight.

Hywark and Paterson, via Newark, 6:50, 8:00, 8:80, 10:00, 11:30 a.m., 2:00, 3:20, 4:30, 8:20, 5:50, 7:30, 9:00, 10:00 p.m., and 12:00 midzight Wednesday, Friday and Sunday lights outly. Sundays, 8:15 a.m., 3:20, 6:30, 9:00 p.m.

Buffern 4:45, 6:40, 7:30, 9:80, 10:20 a.m., 1:45, 3:80, 5:50, 5:50, 5:50, 5:30, 7:30, 7:15, 7:45, 8:30, 10:20 a.m., 1:45, 8:30, 2:00, 10:30 p.m., and 12:00 midzight.

Sundays, 6:45, 7:45, 8:30, 10:20 a.m., 1:45, 8:30, 2:00, 10:30 p.m., and 12:00 midzight.

Warwick 4:45, 8:00, 10:30 a.m., 4:30 p.m. Sundays, 7:45 ion ticello and White Lake 9:00 a.m., 3:30 p. m.. Sundays, 8:30 a.m. 8:80 a.m. Bowburg and Cornwall 7:50, 9:00 a.m., 2:80, 4:80, 5:80, 6:00 and 7:50 p.m. Bundaya, 8:30 a.m., 6:00, 7:00 p.m. Rendont and Kingsten and Montgomery 4:48, 9:00 a.m., 2:30 p.m. Bundaya, 8:30 a.m. Burahten, Dunmere, 9:00 a.m., Rondout and Kingston and Montgemery 4:48, 9:00 a. m., 2:30 p. m. bundays, 8:30 a. m. Sorahten, Dunmore, 9:00 a. m., Sundays excepted. Geshan, 4:45, 5:45, 7:50, 9:00, 10:20 a. m., 2:30, 3:50, 4:30, 7:00, 7:45, 9:00 p. m. Sundays, 3:45, 7:45, 8:30, 10:20 a. m., 6:30, 7:00, 9:00 p. m. Sundays, 3:45, 7:45, 8:30, 10:20 a. m., 6:30, 7:45, 9:00 p. m. Sundays, 3:45, 7:45, 8:30, 10:20 a. g., 9:50, 7:45, 9:00 p. m. Sundays, 3:45, 7:45, 8:30, 10:20 a. g., 9:50, 7:45, 9:00 p. m. Sundays, 3:45, 7:45, 8:30, 10:20 a. g., 9:50, 4:50, 7:50, 9:50 p. m. The 0:00 a. m. train stope at Mathes.

cally 5:00 p. m. The 5:00 10.20, a. m. \$2.00, 4.30, 5000, 7.00.

Port Jervin 4:45, 7:50, 9:00, 10.20, a. m. \$2.00, 4.30, 5000, 7:00.

1:45, \$00, \$1:00 p. m. standays, 7:45, \$2.01, 10:20 a. m. \$600, 5:30, 7:00, \$1:00 p. m. standays, 7:45, \$2.01, 10:20 a. m. \$600, 5:30, 7:00, \$1:00 p. m. \$600, \$1.00 p. m. \$100 p. m. \$10 Propose trains from the West agrive in Now. York at \$10.

anteats and Kall -PROVIDENCE LINE.

-BOSTON AND NEW-ENGLAND.

Watch Hill, Normandanes Per, Bar Harner,
STONINGTON LINE. INSIDE BOUTE.

Leanurer lower from new Frey Bd, North River, and
well present the state of the state of

BAY LINE
TO OLD POINT COMPORT. Norfolk, Va. and South,
Leave via Fean R. R. 4:30 p. m. Pariof Cars to Rallimore
thence Palace Steamers, arriving at Old Point 9:15 a. m.
Norfolk 9 a. m. H. V. TOMPELING, Gen't Pass, Agent,
319 Broadway, R. DAY BOAT FOR NEWBURG.—Steame excepted) at 11 a. m. landing at Varidant's Bate Cam Postariii, Cranston's, West Point, Cold. Spring and Cor-wall, FARE 50 cents. Execution Teachs, 75 conts. In turning, leaves Newburg daily at 8 p. m.

FALL RIVER LINE.-For Boston. Newport. Fall River and East and North.

A DOUBLE DAILY SERVICE is now being operated on this route. Four steamers in commission, PILG RIM, BRIS. TOL. PROVIDENCE and OLD COLONY. A flam BAND and ORDERSTRA attached to each vassel. PILG RIM, BRIS. 5:30 P. M. for Fall River direct, connects as followed: Pitchburg, New Bedford, Martha's Vineyard, Nantucket and local points on Old Colony Railroad.

6:15 P. M. for Newport, due about 6 a. m., and Fall Rives direct, connects and followed and boat 7 a. m., connecting with express trains and through careful for Boston, Cape Cod., Lowell and North, White Mountains, etc.

Sundaya leavo New 1 ora 2 from Brooklyn, 5 p. m.; sender of the New York at 207, city, 4 p. m.

Tickets and staterooms can be obtained in New York at 207, 261, 344, 357 and 1,323 Broadway, 153 Bowery, 134 East 125th st., 264 West 125th st., Astor House and Windsor Hotel, Line Office, Pier 28 N. R. and non steamers, Send FOUR CENTS in STAMPS to P. O. Box 452 for copy of "Fall River Line Tours" and "Old Colony or Pilgrim Land."

BORDEN & LOVELL, GEO. L. CONNOR, Gen. Pass. Agent. A LBANY BOATS. "People's Line."

DREW and DEAN RICHMOND.
Leave Pier 41 N. R. (toot Canalet, daily (Sundays excepted)

Connecting at Albany for all points North and West.

Connecting at Albany for all points North and west.

POPULAR SHORE LINE for Boston, Providence, Watch Hill, Narraransett Pier, Newbort and all New-England points.—All rail from draad Central Depos. Express trains daily (Sundays excepted) at 8 a.m., 2 p.m. (parlor cars attached) and 1 p.m. (with palace sleeping cars). Sunday trains 10 a.m., with palace parlor cars, 11 p.m. with palace sleeping cars, Newport express leaves New-York 2:15 p.m. with palace respondences, Newport express leaves New-York 2:15 p.m. with palace are, arrives Newport 8:30 p. m. dilly, except Sundays, ears, arrives Newport 8:30 p. m. dilly, except Sundays.

EHIGH VALLEY KAILKOAD, —Passonger

A tains leave depot foot of Cortiand and Deabones is stated as m., 1, 3:49 and 7 p. m. for Saston, Bethlebe n. Allontown, Reading, Manch Chunk, Glen Summit, Wilesbarre,
Towanda, Waverly, Ithaca, Geneva, Lyons, Buffalo and the
West, Pullman through coaches ran daily. Local trains is
7 a. m. and 5:10 p. m. for Easton, Bethlebem and Conlay,
Trains leaving at 8 a. m., 1, and 3:40 p. m. connect for all
points in Mahonov and Hazieton coal regions. Sunday train
leaves for Mauch Chunk and Hazieton, 8 a. m.
General Eastern Office, No. 235 Broadway,

E. B. BYINGTON, G. P. A.

JEW-YORK AND LONG BRANCH RAIL-BURY PARK, OCEAN BEACH, SPRING LASS, Pr. PLEASANT, etc.
Commencing June 28, 1896, trains leave New-York, for & Commencing June 28, 1896, trains leave New-York, for & moon 1230, 310 express, 340 express, 540 express, 650 p. m. Sundays, 710, 0 a. m. 5 p. m. From foot Liberty-st. 4, 815, 11 express a. m. 130 express, 3:30 express, 4 4:30 express, 3:30 express, 4 4:30 express, 5:30 express, 4 6:30 express, 5:30 express, 4 6:30 express, 5:30 express, 6:13 p. m. Grove or Ashury Park, M. Sundays frains do not aton at Joean Rufus BLOOGET, Sup't. Gen, Pass, Agt P. B. R. C. G. HANCOCK, G. P. and Tekt. Agent P. & R. R.

rough. 3t. Jonis, *6:00, *8:10 p.m. Sleepers through. Buffalo, Rochester, Snapension Bridge, Niggara Falls, *3:10, 30 a.m., *6:00, *8:10 p.m. Sleepers and drawing-room ars. Utica and Syracuse, 3:10 *8:30 a.m., *6:00, *8:10 p. m. Highland, Poughkeepsie and Kingston, 3:10, *7:10, *9:30, 11:25 a. m., 3:45, *6:00, *8:10 p. m. Saugerties and Albary, 3:10, *7:10, *9:30, 11:25 a. m., 3:45, 11:25 a. m., 3:45, -6:00, -9:10 p. m.

Saugerties and Albany, 3:10, -7:10, -9:30, 11:25 a. m., 3:45, -6:00, -8:10 p. m.

Catskill, 3:10, -7:10, 0:00, -9:30, 11:25 a. m., 3:45, -8:10 p. m.

Craskill, 3:10, -7:10, 0:00, -9:30, 11:25 a. m., 3:45, -8:10 p. m.

Catskill, 3:10, -7:10, 0:00, -9:30, 11:25 a. m., 3:45, -8:10 p. m.

Granston's West Point, Cornwall and Newberg, -9:30, -10:10, 11:25 a. m., -8:10 p. m., -8:00, 8:10 p. m.

Hamilton, London, -9:30 a. m., -6:00, 8:10 p. m. Toronto, -9:30 a. m., -6:00, 8:10 p. m.

Saratoga Specials, 11:25 a. m., -3:45 p. m. Parlor cars to rough to Saratoga.

Lake George, 11:25 a. m., -8:45 p. m. Parlor cars to Grand Hotel, Mountain House and Kaaterskill, Hunter, Hobart, Grand Hotel Station and Phoenicia, 3:10, 6:00, 11:25 a. m., -8:45 p. m. Parlor cars to Grand Hotel, Mountain House and Kaaterskill via Phoenicia on 11:25 a. m., -8:45 p. m. Parlor cars to Grand Hotel, Mountain House Station, 3:10, 7:10, -9:00, 11:25 a. m., -8:45 p. m. Parlor cars to Catskill on 11:25 a. m., -8:45 p. m. Parlor cars to Catskill book. 11 and 345 n. m. trains.

Daily. 1 Daily, except Saturday. Other trains using Daily. 1 Daily, except Saturday. Other trains using Daily. 1 Daily, except Saturday. For tickets, time-tables, parlor or sleeping car accommodations or information, apply at offices. Brooklyn, 333 Washidgton.st; 730 Futton.st, Annex office, foot of Futton.st, New York City. 453, 785, 942 Brooklway, 1334 Bowery, and West Shore stations foot of West 45d-st, foot of Jayat. North River, and Penn. R. R. Station, Jersey City. West cott's Express will call for and check baggage from hotels and residences. Orders can be left at ticket offices, and residences. Orders can be left at ticket offices.

HENNY MONETT.

Vanderbiltave. General Passenger Agent

and residences. Orders can be let at the content.

8 Vanderbiltave. General Passenger Agent
DELAWARE, LACKAWANNA and WEST.
ERN RALROAD, SHORTEST LINE BETWEEN
NEW YORK AND BUPFALO, LIGHTNING EXPRESS
TRAINS, NO DUNT. ALWAYS ON TIME.
OCOCHERS, PULLMAN PALACE DAY AND RIERFING OCCUPANTION.
Benots in New York foot of Barciay and Christopher sta.
Benots in New York foot of Barciay and Christopher sta.
Benots in New York foot of Barciay and Christopher sta.
Benots in New York foot of Barciay and Christopher sta.
Benots in New York foot of Barciay and Christopher sta.
Benots of Linea, consect at Seranton for Fitzenon,
Oxford, Norwich, Utlea. connect at Seranton for Fitzenon,
Wilkesbarre, Danville, & Norsbumberland, at Owene for
Hacka and intermediate stations.
1 p. m. Binghamton and Elmira Express, Pullman coschos
for Water Gap. Schanton, Brightnion, Wilkesbarre, &connects at Seranton for Fitzeton, Kington, Wilkesbarre, &connects at Seranton for Pitzeton, Bington, Wilkesbarre, &connects at Seranton for Pitzeton, Bington, Wilkesbarre, &connects at Seranton for Pitzeton, Bington,
7:20 a. m. Sleeping coach for Olea via, Waytand,
Byracoas, Oswogo, Groons, Orion, Norwich, Utles and
Richfield Springs, &connect at Owene, Express,
Pullman coaches for Strondsburg, Seranton, Binghamono, Cortlandt,
Syracoas, Oswogo, Groons, Orion, Norwich, Utles and
Richfield Springs, &connect at Connects at Buffalo w
trains for all points West.
For Richfield Springs, & m. daily, except Sundays.
For Richfield Springs, & m. daily, except Sundays.
For Richfield Springs, & m. daily, except

PHILADELPHIA AND READING R. R.
NEW JERSEY CENTRAL DIVISION,
FOOT OF LIBERTY-ST., NORTH RIVER.
TIME TAPLE-TAKING EFFECT JUNE 28, 1986.
FOR PHILADELPHIA and TRENTON, "Bound Brook
Route," at 4:00, 7:45, 9:30, 11:00 a. m., 1:30, 4:00, 4:30, 5:30,
7:30, 12:00 p. m. BUNDAYS 4:00, 8:45 a.m., 6:30, 18:00
p. 116. 730, 12:00 p.m. SUNDAYS 4:00, 8:45 a.m., 6:30, 12:00 p.m.
p.m.
Direct connection at Wayne Junction for Germantown and
Chestnut Hill; at Columbia-ave. for Manayunk, Conshochesten and Norristown.
PLAGE COLUMBIA And CARS on all Day Trains and SLEEP.
PLAWING-BOOM CARS on Night Trains.
PLAGE COLUMBIA CARS on all Day Trains and Green sta,
7:30, 8:30, 9:30, 11:00 a.m., 1:15, 3:45, 5:40, 6:45, 12:00 p.m.
BUNDAY 8:30 a.m., 5:20, 12:00 p.m., 1:00, 3:30, 5:20, 6:0
p.m. SUNDAY 8:15 a.m., 4:30 p.m., 1:00, 3:30, 5:20, 6:0
p.m. SUNDAY 8:15 a.m., 4:30 p.m.
For ELOCK HAVEN, PEALK and PHILLIPBBURG, Pean,
7:45, 8:30 a.m.
For WILLIAMSPORT, SUNBURY, LEWISBURG and
MAHANOY CITY at 7:45, 8:30 a.m., 5:45, 4:00 p.m.
For READING and HARRISBURG at 4:00, 7:45, 8:30,
11:00 a.m., 1:00, 1:30, 4:00, 5:30, 5:45, 1:20 p.m. Sundays
6:30, 12:00 p.m.
For SCRAN YON at 7:00, 8:30 a.m., 3:45 p.m.

11:00 a. m., 1:00, 1:30, 4:00, 5:30, 5:45, 12:00 p. m. Sundays 5:30, 1:200 p. m. Sundays 5:30, 1:200 p. m. Sundays 5:30, 1:200 p. m. For SCRAN FON at 7:00, 8:30 a. m., 3:45 p. m. For WILKENBARRE and PITTSTON at 7:00, 8:30 a. m., 1:00, 1:30, 3:45, 5:45 p. m. Sundays at 5:30 p. m. For DRIFTON at 7:00 a. m., 3:45 p. m. 1:30, 3:45, 4:0 p. m. Sundays at 5:30 p. m. Sundays 12:00 p. m. Sundays 10:00, 1:30, 3:45, 4:03, 3:45, 4 For FLEMINGTON 7:00, 8:30 a. m., 1:00, 1:30, 4:00, 4:30, 5:00, 5:30 p. m. Sundays 4:00 p. m., 7:00, 8:30, 10:15, 11:00 a. m., 1:00, 1:30, 3:30, 3:30, 4:30, 5:00, 4:30, 5:00, 5:30, 5:45, 6:00, 6:30, 7:00, 7:30, 8:15, 10:30 p. m. Sundays 4:00, 8:40 a. m., 1:30, 4:00, 5:30, 9:30, p. m. Sundays 4:00, 8:40 a. m., 1:30, 4:00, 5:30, 9:30, p. m. Sundays 4:00, 8:40 a. m., 1:00 a. m., 1:00, 1:30, 2:30, 8:30, 3:30, 4:30, 4:30, 5:30, 5:15, 5:30, 5:45, 5:00, 5:30, 7:00, 7:30, 8:15, 0:30, 10:30, 12:00 p. m. Sundays 4:00, 8:45 a. m., 1:200 m., 1:30, 4:40, 5:30, 8:30, Sundays 4:00, 8:45 & m., 12:00, 12:00 p. m., For PERTH AMBOY at 4:00, 6:00, 8:15, 10:30, 11:00 a.m., 1:30, 4:00, 4:30, 6:00, 5:30, 6:15 p.m. Sandays 8:00 a.m., 4:00 p.m.

FOR LONG BRANCH, OCEAN GROVE, &c. (All rail) at 4:00 s.15, 11:00 a.m., 1:30, 4:00, 6:30, 6:30, 6:15 p.m. Brundays (except tocan Grove) at 8:00 a.m., 4:00 p.m. Brundays (except tocan Grove) at 8:00 a.m., 4:00 p.m. POT IAKE WOOD, TOMS RIVER and Baran 4:00 a. 00, 5:00 p.m. POT IAKE WOOD, TOMS RIVER and Baran Edga at 4:00 a.m., 1:30 p.m. POT ATLANTIC CITY, VINKLAND and BRIDGETON at 4:00 a.m., 1:30 p.m.

"NEW-JERSEY SOUTHERN DIVISION."

"From Flat No. 5, North River, via Sandy Hook.

From Pier No. 8, North River, via Sandy Hook.
For HIGHLANDS, SEASBIGHT, LONG ERANCH, 4:30,
11:00 a. m., 1:00, 3:45, 4:30, 5:30 p. m. Sundaya, 9:30,
11:00 a. m., 6:30 p. m.
For ATLANTIC HIGHLANDS, 4:30, 9:00 a. m., 3:45, 4:30,
For ATLANTIC HIGHLANDS, 4:30, 9:00 a. m., 3:45, 4:30,

NEW-YORK DAILY TRIBUNE, WEDNESDAY, JULY 28, 2005.

CATSKILL EVENING LINE.